



# County of Los Angeles CHIEF EXECUTIVE OFFICE

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Chief Executive Officer

June 13, 2014

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To: Supervisor Don Knabe, Chairman  
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From: William T Fujioka  
Chief Executive Officer

## WASHINGTON, D.C. UPDATE ON TRANSPORTATION-HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS LEGISLATION

This memorandum is to provide the Board with an update on Federal Fiscal Year (FFY) 2015 Transportation-Housing and Urban Development (T-HUD) appropriations legislation. The House passed its version (H.R. 4745) on June 10, 2014 while the Senate Appropriations Committee approved its version (S. 2438) on June 5, 2014.

Overall discretionary spending for T-HUD increases from \$50.86 billion in FFY 2014 to \$52.03 billion in the House bill and \$54.44 billion in the Senate bill. This difference reflects how each house is allocating the \$1.014 trillion overall discretionary spending cap for FFY 2015 among the 12 individual appropriations bills. Discretionary spending levels for programs are set through annual appropriations bills. Roughly three-fourths of all transportation spending is mandatory spending that is funded from the highway and aviation trust funds; therefore, approximately one-third of total discretionary T-HUD spending is appropriated for transportation programs.

### HUD Appropriations

The Senate bill provides slightly more FFY 2015 funding in percentage terms, in aggregate, than the House bill for HUD programs, including more funding for the following programs of County interest:

**Community Development Block Grant** is funded at \$3.02 billion in the Senate bill and \$3.00 billion in the House bill, compared to \$3.03 billion in FFY 2014.

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**Section 8 Tenant-Based Rental Assistance** is funded at \$17.719 billion in the Senate bill and \$17.693 billion in the House bill, compared to \$17.365 billion in FFY 2014.

**Section 8 Administrative Fees**, which fund Section 8 program administrative costs, are funded at \$1.555 billion in the Senate bill and \$1.350 billion in the House bill, compared to \$1.500 billion in FFY 2014.

**Public Housing Capital Fund** is funded at \$1.900 billion in the Senate bill and \$1.775 billion in the House bill, compared to \$1.875 billion in FFY 2014.

**Public Housing Operating Fund** is funded at \$4.475 billion in the Senate bill, compared to \$4.400 billion in the House bill and in FFY 2014.

**HOME Investment Partnerships Program** is funded at \$950 million in the Senate bill and \$700 million in the House bill, compared to \$1 billion in FFY 2014.

**Homeless Assistance Grants** are funded at \$2.145 billion in the Senate bill, compared to \$2.105 billion in the House bill and in FFY 2014.

The Senate and House fund the following programs at the same levels in FFY 2015:

**Section 8 Project-Based Rental Assistance** is funded at \$9.746 billion, compared to \$9.917 billion in FFY 2014.

**Family Self-Sufficiency Program** is funded at \$75 million, the same as in FFY 2014.

**Veterans Supportive Housing Vouchers** are funded at \$75 million, the same as in FFY 2014.

Both bills also include County-supported language exempting the County from the requirement that public housing or Section 8 tenants be represented on the governing board of the County's Housing Authority, similar to language included in prior years' appropriations bills.

### **Transportation**

The current authorization ("MAP-21") for surface transportation programs, including highway and mass transit programs, expires on September 30, 2014. Congress will have to reauthorize these programs, which are primarily financed by the Highway Trust Fund, before that date. One major difference between the House and Senate T-HUD appropriations bills is that the House bill significantly reduces funding for Transportation

Each Supervisor  
June 13, 2014  
Page 3

Investment Generating Economic Recovery ("TIGER") grants, which are competitive grants that fund transportation infrastructure projects of national or regional significance, from \$600 million in FFY 2014 to \$100 million in FFY 2015, while the Senate version reduces TIGER funding to \$550 million. Last year, the House T-HUD appropriations bill would have eliminated TIGER funding.

The House, but not the Senate, bill also includes a floor amendment by Representative Denham (R-CA), adopted on a 227 to 186 vote, which prohibits the use of appropriated funds for high speed rail projects in California. House T-HUD appropriations bills for FFYs 2013 and 2014 included similar language to prohibit the use of funds for high speed rail projects in California, but such language, which is opposed by the President and Senate Democrats, was not included in the final enacted FFYs 2013 and 2014 appropriations acts.

### **Legislative Outlook**

Senate Democrats indicate that they plan to bring the FFYs 2015 T-HUD, Commerce-Justice-Science, and Agriculture appropriations bills to the Senate floor on the week of June 16, 2014. Last year, the FFY 2014 T-HUD appropriations bill (S. 1243) died on the Senate floor when a cloture motion fell six votes short of the 60-vote majority needed to limit debate and pass the bill. The Senate has not passed a T-HUD appropriations bill since 2009. As in past years, it is expected that a FFY 2015 Continuing Resolution will be enacted to temporarily fund T-HUD, and most other Federal programs, after the mid-term elections. The House is scheduled to be in session for only 36 legislative days between now and November, for only 12 days between August 1, 2014, and the start of FFY 2015 on October 1, 2014. This leaves relatively little time to enact the 12 FFY 2015 appropriations bills (including T-HUD) even if there were no major partisan differences between the Republican-controlled House and Democrat-controlled Senate.

We will continue to keep you advised.

WTF:RA  
MR:MT:OR:ma

c: All Department Heads  
Legislative Strategist